

(5) supports and recognizes the need for meaningful investments in efforts to improve maternal health, eliminate disparities in maternal health outcomes, and promote respectful and equitable maternity care practices.

SENATE RESOLUTION 591—RECOGNIZING THE 30TH ANNIVERSARY OF THE FIRST FLIGHT OF THE F/A-18 E1 SUPER HORNET FROM LAMBERT FIELD IN ST. LOUIS, MISSOURI, AND THE 30 YEARS OF SERVICE OF THE F/A-18E/F SUPER HORNET TO THE UNITED STATES NAVY AND TO ALLIES OF THE UNITED STATES

Mr. SCHMITT (for himself, Ms. ROSEN, Mrs. MOODY, Ms. DUCKWORTH, and Ms. CORTEZ MASTO) submitted the following resolution; which was considered and agreed to:

S. RES. 591

Whereas, on November 29, 1995, the F/A-18 E1 Super Hornet made its first flight, departing from Lambert Field in St. Louis, Missouri, flown by McDonnell Douglas pilot, retired Lieutenant Colonel Fred Madenwald;

Whereas the F/A-18 E1, as the inaugural Super Hornet produced, serves as a United States Navy carrier-based, supersonic fighter jet, manufactured in St. Louis, Missouri;

Whereas the F/A-18 E1 was later returned to the Boeing facility in St. Louis for use in training under a program involving aircraft sales to Kuwait;

Whereas the F/A-18E is configured as a single-seat aircraft and the F/A-18F is designed for a 2-person crew;

Whereas the F/A-18E and F/A-18F are twin-engine, carrier-capable, multi-role fighter aircrafts, both derived from the McDonnell Douglas F/A-18 Hornet platform;

Whereas the F/A-18E/F Super Hornet is about 20 percent larger, 7,000 pounds heavier empty weight, and 15,000 pounds heavier maximum weight than the original McDonnell Douglas F/A-18 Hornet;

Whereas, on February 21, 1997, at Naval Air Station Patuxent River in Maryland, the F/A-18 E1 flew with an aeroservoelasticity-store configuration, comprised of 3 480-gallon fuel tanks, 2 MK-84 bombs, 2 AGM-88 high-speed anti-radiation missiles, and 2 AIM-9 sidewinder missiles, making this flight the heaviest test flight to that date in the test program;

Whereas the F/A-18E/F Super Hornet officially entered the fleet service of the United States Navy in 1999, with Strike Fighter Squadron 122 based at Naval Air Station Lemoore in California, and achieved initial operating capability in 2001;

Whereas, on November 6, 2002, F/A-18E models participated in a strike on hostile targets in the “no-fly” zone in Iraq, as a part of Operation Southern Watch;

Whereas, on June 18, 2017, a United States Navy F/A-18E shot down a Syrian Air Force Sukoi Su-22 fighter-bomber that had bombed a position held by Coalition partnered forces;

Whereas such shooting was the first aerial kill of a crewed aircraft by a fighter aircraft of the United States since 1999, the first aerial kill by the United States Navy since the 1991 Persian Gulf War, the first kill by a Super Hornet, and the third kill by an F/A-18;

Whereas the United States Navy Flight Demonstration Squadron, the Blue Angels, which operates out of Naval Air Station Pensacola, Florida, transitioned to the F/A-18E Super Hornet airframe in 2021, on the 75th anniversary of the squadron’s operation;

Whereas the F/A-18F Super Hornet gained recognition as the primary fighter aircraft featured in the film “Top Gun: Maverick”;

Whereas, in December 2023, the F/A-18 E1 arrived unassembled at the National Museum of Transportation, on loan from the National Naval Aviation Museum on behalf of the Naval History and Heritage Command;

Whereas, in July 2024, the reassembly and installation of the F/A-18 E1 were completed, with a dedication ceremony held on August 3, 2024;

Whereas the Naval Air Station Lemoore, in California, is the West Coast home for the F/A-18E/F Super Hornet, and the Naval Air Station Oceana, in Virginia, is the East Coast home for the F/A-18E/F Super Hornet;

Whereas the F/A-18F Super Hornet operates in Nevada in support of training on the Fallon Range Training Complex at Naval Air Station Fallon, Nevada;

Whereas the TOPGUN school is located at Naval Air Station Fallon, Nevada, where the Navy’s most elite pilots train on the F/A-18E/F aircraft;

Whereas the Royal Australian Air Force F/A-18F Super Hornet achieved final operational capability in December 2012 and are based at Number 1 Squadron at Royal Australian Air Force Base Amberley, Australia;

Whereas, on July 10, 2023, a Mobile Aircraft Arresting System received a Kuwait Air Force F/A-18 Super Hornet at Ali Al Salem Air Base in Kuwait;

Whereas Super Hornets embarked on USS *Gerald Ford*, USS *Dwight D. Eisenhower*, USS *Abraham Lincoln*, USS *Theodore Roosevelt*, and USS *Harry S. Truman* were involved in defending Israel and ensuring the free flow of goods through the Red Sea as part of Operation Prosperity Guardian from December 2023 to May 2025;

Whereas, on February 3, 2024, 2 United States destroyers and F/A-18E/F Super Hornets flying from USS *Dwight D. Eisenhower* joined a multi-national strike on 13 locations in Yemen;

Whereas, on February 1, 2025, the Armed Forces of the United States carried out an airstrike in Somalia from the USS *Harry S. Truman* Carrier Strike Group, which was the largest airstrike launched from a single aircraft carrier in the history of naval aviation; and

Whereas the strike dropped approximately 124,000 pounds of munitions on the Islamic State of Iraq and Syria-Somalia targets: Now, therefore, be it

Resolved, That the Senate—

(1) recognizes the achievements and contributions of the F/A-18E/F Super Hornet to the national security of the United States;

(2) recognizes the dedication, service, and sacrifice of the United States Navy pilots and weapons system officers who have operated the F/A-18E/F Super Hornet;

(3) recognizes the dedication, service, and sacrifice of the United States Navy F/A-18E/F Super Hornet maintenance teams who provide expert and agile support to the aircraft;

(4) recognizes the role that the F/A-18E/F Super Hornet has had in maintaining naval supremacy and ensuring freedom of the seas; and

(5) respectfully directs the Secretary of the Senate to transmit an enrolled copy of this resolution to the National Museum of Transportation in St. Louis, Missouri.

AMENDMENTS SUBMITTED AND PROPOSED

SA 4239. Mr. KENNEDY submitted an amendment intended to be proposed by him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table.

SA 4240. Mr. KENNEDY submitted an amendment intended to be proposed by him to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4241. Mr. SCHMITT submitted an amendment intended to be proposed by him to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4242. Mr. CRUZ (for himself and Ms. CANTWELL) submitted an amendment intended to be proposed by him to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4243. Ms. ROSEN submitted an amendment intended to be proposed by her to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4244. Mr. SCHIFF (for himself, Mr. KAINE, and Mr. BENNET) submitted an amendment intended to be proposed by him to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4245. Ms. CORTEZ MASTO (for herself, Mr. LUJÁN, Mr. COONS, Mr. HEINRICH, Ms. ROSEN, and Mr. BENNET) submitted an amendment intended to be proposed by her to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4246. Mr. LEE submitted an amendment intended to be proposed by him to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4247. Mrs. MOODY submitted an amendment intended to be proposed by her to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4248. Ms. CORTEZ MASTO (for herself and Mr. CRUZ) submitted an amendment intended to be proposed by her to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4249. Mr. CRUZ submitted an amendment intended to be proposed by him to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4250. Mr. CRUZ submitted an amendment intended to be proposed by him to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4251. Ms. CORTEZ MASTO submitted an amendment intended to be proposed by her to the bill H.R. 7148, supra; which was ordered to lie on the table.

SA 4252. Ms. DUCKWORTH (for herself, Mr. VAN HOLLEN, Ms. ALSOBROOKS, and Mrs. GILLIBRAND) submitted an amendment intended to be proposed by her to the bill H.R. 7148, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 4239. Mr. KENNEDY submitted an amendment intended to be proposed by him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the end of section 5019 of division E, add the following:

(c) OUT-OF-CYCLE REVIEW OF ELIGIBILITY OF SOUTH AFRICA.—As soon as practicable after the date of the enactment of this Act, the President shall review the eligibility of South Africa for designation as a beneficiary sub-Saharan African country for purposes of section 112 of the African Growth and Opportunity Act (19 U.S.C. 3721) and section 506A of the Trade Act of 1974 (19 U.S.C. 2466a).

SA 4240. Mr. KENNEDY submitted an amendment intended to be proposed by him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table.

2026, and for other purposes; which was ordered to lie on the table; as follows:

After section 5019 of division E, insert the following:

SEC. 5019A. REVIEW OF BILATERAL RELATIONSHIP BETWEEN THE UNITED STATES AND SOUTH AFRICA.

(a) **FULL REVIEW OF THE BILATERAL RELATIONSHIP.**—The President, in consultation with the Secretary of State, the Secretary of Defense, the United States Ambassador to South Africa, and the heads of other departments and agencies that play a substantial role in United States relations with South Africa, shall conduct a comprehensive review of the bilateral relationship between the United States and South Africa.

(b) **REPORT AND CERTIFICATION.**—Not later than 120 days after the date of the enactment of this Act, the President shall submit to the appropriate congressional committees a report that includes the following:

(1) The findings of the review required by subsection (a).

(2) A certification, in consultation with the Secretary of State and the Secretary of Defense, explicitly stating whether South Africa has engaged in activities that undermine the national security or foreign policy interests of the United States, together with an unclassified report, including a classified annex as necessary, providing a justification for the determination. The President shall publish the certification in unclassified form.

(c) **REPORT ON SANCTIONABLE PERSONS.**—

(1) **IN GENERAL.**—Not later than 120 days after the date of the enactment of this Act, the President, in consultation with the Secretary of State and the Secretary of the Treasury, shall submit to the appropriate congressional committees a classified report on senior South African government officials and leaders of the African National Congress.

(2) **ELEMENTS.**—The report required under paragraph (1) shall include the following elements:

(A) A list of senior South African government officials and leaders of the African National Congress the President determines have engaged in corruption or human rights abuses that would be sufficient, based on credible evidence, to meet the criteria for the imposition of sanctions pursuant to the authorities provided by the Global Magnitsky Human Rights Accountability Act (22 U.S.C. 10101 et seq.).

(B) With respect to each person included on such list—

(i) a detailed explanation describing the conduct forming the basis of the person's inclusion on the list; and

(ii)(I) the expected timeline for sanctions described in subparagraph (A) to be imposed with respect to such person; or

(II) if the President does not intend to impose sanctions with respect to such person, a detailed justification describing the rationale and legal authorities underlying such negative determination.

(d) **TERMINATION OF ELIGIBILITY OF SOUTH AFRICA FOR CERTAIN TRADE PREFERENCES PROGRAMS.**—If the President determines and certifies under subsection (b)(2) that South Africa has engaged in activities that undermine the national security or foreign policy interests of the United States, the President shall terminate the eligibility of South Africa for designation as an eligible sub-Saharan African country under section 104 of the African Growth and Opportunity Act (19 U.S.C. 3703) or a beneficiary sub-Saharan African country under section 506A of the Trade Act of 1974 (19 U.S.C. 2466a).

(e) **APPROPRIATE CONGRESSIONAL COMMITTEES DEFINED.**—In this section, the term “appropriate congressional committees” means—

(1) the Committee on Foreign Relations of the Senate; and

(2) the Committee on Foreign Affairs of the House of Representatives.

SA 4241. Mr. SCHMITT submitted an amendment intended to be proposed by him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

In title I of division F, under “RELATED PROGRAMS”, strike the heading “NATIONAL ENDOWMENT FOR DEMOCRACY” and everything that follows under such heading.

SA 4242. Mr. CRUZ (for himself and Ms. CANTWELL) submitted an amendment intended to be proposed by him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

DIVISION — ROTOR ACT

SEC. 101. SHORT TITLE.

This division may be cited as the “Rotorcraft Operations Transparency and Oversight Reform Act” or the “ROTOR ACT”.

SEC. 102. DEFINITIONS.

In this division:

(1) **ADMINISTRATOR.**—The term “Administrator” means the Administrator of the Federal Aviation Administration.

(2) **ADS-B IN.**—The term “ADS-B In” means onboard avionics equipment that receives and processes Automatic Dependent Surveillance-Broadcast transmissions that are broadcast in accordance with sections 91.225 and 91.227 of title 14, Code of Federal Regulations (or any successor regulations), and other aviation advisory information from ground stations, that provides the aircraft with awareness to the location of other aircraft and traffic advisories.

(3) **ADS-B OUT.**—The term “ADS-B Out”—

(A) has the meaning given such term in section 91.227 of title 14, Code of Federal Regulations; and

(B) broadcasts information from the aircraft in accordance with sections 91.225 and 91.227 of such title 14 (or any successor regulations).

(4) **AFFECTED AIRCRAFT.**—The term “affected aircraft” means any aircraft that is required to operate in accordance with section 91.225 of title 14, Code of Federal Regulations, or any successor regulation.

(5) **APPROPRIATE COMMITTEES OF CONGRESS.**—The term “appropriate committees of Congress” means the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

(6) **CABINET MEMBER.**—The term “Cabinet Member” means an individual who is the head (including an acting head) of the Department of Agriculture, the Department of Commerce, the Department of Defense, the Department of Education, the Department of Energy, the Department of Health and Human Services, the Department of Homeland Security, the Department of Housing and Urban Development, the Department of the Interior, the Department of Justice, the Department of Labor, the Department of State, the Department of Transportation, the Department of the Treasury, or the Department of Veterans Affairs, or any other individual who occupies a position designated by the President as a Cabinet-level position.

(7) **FAA.**—The term “FAA” means the Federal Aviation Administration.

(8) **NATIONAL CAPITAL REGION; NCR.**—The terms “National Capital Region” and “NCR” mean the geographic area located within the boundaries of—

(A) the District of Columbia;

(B) Montgomery and Prince Georges Counties in the State of Maryland;

(C) Arlington, Fairfax, Loudoun, and Prince William Counties and the City of Alexandria in the Commonwealth of Virginia; and

(D) all cities and other units of government within the geographic areas described in subparagraphs (A) through (C).

(9) **POWERED-LIFT.**—The term “powered lift”—

(A) has the meaning given such term in section 1.1 of title 14, Code of Federal Regulations (or any successor regulation); and

(B) includes vertical-lift flight mode and wing-borne flight mode, as such terms are defined in section 194.103 of title 14, Code of Federal Regulations (or any successor regulation).

(10) **ROTORCRAFT.**—The term “rotorcraft” has the meaning given such term in section 1.1 of title 14, Code of Federal Regulations (or any successor regulation).

(11) **TRANSPORT AIRPLANE.**—The term “transport airplane” has the meaning given such term in section 44741(i) of title 49, United States Code.

(12) **UNMANNED AIRCRAFT SYSTEM.**—The term “unmanned aircraft system” has the meaning given such term in section 44801 of title 49, United States Code.

SEC. 103. REVISION TO EXCEPTION FOR ADS-B OUT TRANSMISSION.

(a) **ADS-B OUT REFORMS.**—

(1) **IN GENERAL.**—

(A) **SENSITIVE GOVERNMENT MISSION.**—Beginning on the date of enactment of this section, in applying section 91.225(f)(1) of title 14, Code of Federal Regulations, the term “sensitive government mission” shall be narrowly construed and shall not include routine flights, non-classified flights, proficiency flights, or flights of Federal officials below the rank of Cabinet Member or the Chairman of the Joint Chiefs of Staff.

(B) **NOTIFICATION.**—For the purposes of interpreting section 91.225(f)(1) of title 14, Code of Federal Regulations, the operating agency shall—

(i) when operating a sensitive government mission during which the aircraft will not be transmitting ADS-B Out, notify Air Traffic Control; and

(ii) notify the Committee on Commerce, Science, and Transportation and the Committee on the Armed Services of the Senate and the Committee on Transportation and Infrastructure and the Committee on the Armed Services of the House of Representatives on a monthly basis regarding each sensitive government mission within Class B airspace operated during such month.

(2) **RULEMAKING AND ADMINISTRATIVE ACTION.**—

(A) **IN GENERAL.**—Not later than 1 year after the date of enactment of this section, the Administrator shall—

(i) issue or revise regulations to update section 91.225(f) of title 14, Code of Federal Regulations, to comply with the requirements of this section; and

(ii) revise any memorandum of agreement between the FAA and any other Federal, State, local, or Tribal agency to conform with the revised regulations described in clause (i), including any agreement pursuant to section 1046 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (49 U.S.C. 40101 note).

(B) REPORT.—If the Administrator fails to issue or revise regulations pursuant to subparagraph (A) or revise any memorandum of agreement between the FAA and any other agency pursuant to such subparagraph, the Administrator shall, within 30 days, submit to the appropriate committees of Congress a report on the status of such regulations, including the reasons that the Administrator has failed to issue or revise such regulations within the period required under such subparagraph.

(b) GAO REVIEW AND REPORT.—Not later than the date that is 2 years after the date of enactment of this section, the Comptroller General of the United States shall—

(1) review the utilization of exceptions under section 91.225(f) of title 14, Code of Federal Regulations (or any successor regulation), as revised under subsection (a), to determine—

(A) whether the Department of Defense and other relevant Federal agencies or other applicable operators have utilized such exceptions in accordance with relevant laws and regulations; and

(B) the extent of such utilization;

(2) compare the utilization of exceptions specified in such section 91.225(f) before and after the issuance of revised regulations under subsection (a); and

(3) submit to the Administrator and the appropriate committees of Congress a report on the findings of the review conducted under paragraph (1) and the comparison conducted under paragraph (2).

(c) FAA REVIEW OF NON-COMPLIANT OPERATORS.—Upon submission of the report under subsection (b)(3), the Administrator shall—

(1) determine whether any Federal agency or other applicable operator that has been found to have not utilized the exceptions under section 91.225(f) of title 14, Code of Federal Regulations (or any successor regulation), as revised under subsection (a), in accordance with relevant laws and regulations shall be permitted to continue to utilize such exceptions; and

(2) not later than 30 days after the date on which the Comptroller General submits the report under subsection (b)(3), brief the appropriate committees of Congress on such determination.

(d) REPORTS.—

(1) TO THE ADMINISTRATOR.—Not later than 90 days after the date of enactment of this section, and on a quarterly basis thereafter, each Federal, State, local, and Tribal agency that performs sensitive government missions as described in section 91.225(f)(1) of title 14, Code of Federal Regulations (or any successor regulation), as revised under subsection (a), shall submit to the Administrator a report that includes—

(A) an attestation that such operations are regularly transmitting ADS-B Out and are conducted with proper consideration to aviation safety;

(B) a list of operations delineated by flight in which the ADS-B Out equipment is not in transmit mode because the aircraft was performing a sensitive government mission, including the airport, airspace location, date, time, duration, and mission type of each such operation; and

(C) with respect to any classified operation, a classified annex.

(2) TO CONGRESS.—

(A) IN GENERAL.—Not later than 180 days after the date of enactment of this section, and biannually thereafter, the Administrator shall submit to the appropriate committees of Congress a report on the frequency and nature of the ADS-B Out exceptions granted to Federal, State, local, and Tribal agencies under section 91.225(f)(1) of title 14, Code of Federal Regulations (or any successor regu-

lation), as revised under subsection (a). Such report—

(i) shall include—

(I) aggregated data on the operations in which ADS-B Out equipment is not in transmit mode by each agency described in paragraph (1); and

(II) a determination from the Administrator as to whether each operation described in paragraph (1)(B) jeopardizes aviation safety; and

(ii) may include a classified annex.

(B) SPECIAL NOTIFICATION.—If an agency described in paragraph (1) operates a flight using an exception granted under section 91.225(f)(1) of title 14, Code of Federal Regulations (or any successor regulation), as revised under subsection (a), 5 or more times in a calendar month, or fails to provide to the Administrator the attestation required under paragraph (1)(A), the Administrator shall notify the appropriate committees of Congress of such use within 14 days of being notified of such use. For the purposes of this subparagraph, a flight shall be interpreted as the period beginning when an aircraft moves under its own power for the purpose of flight and ending when the aircraft lands.

(e) ANNUAL INSPECTOR GENERAL AUDITS.—

(1) IN GENERAL.—Beginning on the date that is 3 years after the date of enactment of this section, the Inspector General of the Department of Transportation (in this section referred to as the “Inspector General”) shall conduct an annual audit of FAA oversight of all operations that utilize an exception under section 91.225(f) of title 14, Code of Federal Regulations (or any successor regulation), as revised under subsection (a), including Federal agency operations.

(2) CONSIDERATIONS.—In conducting an audit under paragraph (1), the Inspector General shall assess the efficacy of FAA oversight related to the following:

(A) Ensuring exceptions under such section 91.225(f)(1) (or any successor regulation) are strictly utilized by operators in accordance with relevant laws and regulations.

(B) Ensuring exceptions under such section 91.225(f)(1) (or any successor regulation) are not routinely used by operators.

(C) Identifying and engaging with any operator not in compliance with relevant laws and regulations relating to exceptions under such section 91.225(f)(1) (or any successor regulation).

(D) Any other factor determined appropriate by the Inspector General.

(3) BRIEFINGS TO CONGRESS.—The Inspector General shall brief the appropriate committees of Congress on an annual basis after the completion of each annual audit.

SEC. 104. ADS-B IN REQUIREMENTS.

(a) REQUIREMENT FOR ADS-B IN OPERATION.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this section, the Administrator shall issue a final rule in accordance with section 553 of title 5, United States Code, to require any person operating an aircraft (other than an unmanned aircraft, as defined in section 44801 of title 49, United States Code) required to be equipped with ADS-B Out in accordance with section 91.225 of title 14, Code of Federal Regulations (or any successor regulation), to be equipped with and operating with ADS-B In equipment that provides the aircraft with awareness to the location of other aircraft and traffic advisories, unless otherwise authorized by air traffic control.

(2) COMPLIANCE DEADLINES.—In issuing a final rule under paragraph (1), the Administrator shall—

(A) include an effective date of not later than 60 days after the date on which such final rule is published in the Federal Register; and

(B) require aircraft described in paragraph (1) to be equipped with ADS-B In not later than December 31, 2031.

(3) FINAL REGULATION REQUIREMENTS.—In issuing a final rule under paragraph (1), the Administrator shall, at a minimum, do the following:

(A) PERFORMANCE STANDARDS.—The Administrator shall establish appropriate performance requirements for ADS-B In equipment to provide integrated safety-enhancing capabilities for a pilot or other flight crew, including by increasing situational awareness to the location of other aircraft and providing traffic advisories with alerting sufficient to provide traffic advisory indications while airborne and on the airport surface, such as visual and aural advisories.

(B) ALTERNATIVE EQUIPMENT OR TECHNOLOGY.—With respect to aircraft with a maximum certificated takeoff weight of less than 12,500 pounds when operating under part 91 of title 14, Code of Federal Regulations, and qualifying military aircraft as specified by the Administrator in consultation with the Secretary of Defense, the Administrator shall establish performance requirements for alternative equipment or technology that the Administrator determines acceptable in satisfying the ADS-B In requirement. The performance requirements shall, at a minimum—

(i) provide similar or improved situational awareness to the location of other airborne traffic, as well as traffic advisory information; and

(ii) leverage the use of portable ADS-B In receivers or equipment that allow display on an existing or future electronic flight bag or panel mounted display, provided that the installation or use of such equipment does not adversely affect other required avionics or the airworthiness of the aircraft.

(C) REQUIRED BRIEFING.—The Administrator shall brief the appropriate committees of Congress, the Committee on Armed Services of the Senate, and the Committee on Armed Services of the House of Representatives, on at least a monthly basis, regarding the alternative equipment or technology for qualifying military aircraft prior to determining that such equipment or technology is acceptable to satisfy the ADS-B In requirement.

(D) GUIDANCE.—The Administrator shall issue relevant guidance for aircraft operators and other appropriate stakeholders regarding the types of equipment that satisfy the performance requirements described in this paragraph.

(4) OTHER REQUIREMENTS.—In issuing a final rule under paragraph (1), the Administrator shall include—

(A) requirements for ADS-B In equipment and the use of such equipment;

(B) technical assistance to facilitating ADS-B In equipage across the entire fleet of affected aircraft, including, as appropriate, guidance under part 26 of title 14, Code of Federal Regulations, to provide support for affected transport airplane operators in complying with the requirements of this section;

(C) any other associated guidance necessary to assist operators and other stakeholders in identifying equipment that satisfies the ADS-B In performance standards described in paragraph (3) prior to the compliance deadline described in paragraph (2)(B);

(D) a determination of alternative equipment or technology described in subsection (e); and

(E) a presumption, absent clear and compelling evidence to the contrary, that ADS-B In equipment is cost beneficial and improves aviation safety.

(5) CONGRESSIONAL BRIEFINGS.—Not later than 180 days after the date of enactment of this section, and every 90 days thereafter,

the Administrator shall brief the appropriate committees of Congress, as well as publish a publicly available report, on the status of—

(A) the ADS-B In rulemaking required under paragraph (1); and

(B) after the compliance deadline described in paragraph (2)(A), the implementation and oversight of such ADS-B In requirement.

(b) NEGOTIATED RULEMAKING COMMITTEE.—

(1) COMMITTEE.—

(A) IN GENERAL.—Not later than 60 days after the date of enactment of this section, the Administrator may establish a negotiated rulemaking committee (in this section referred to as the “committee”) pursuant to section 565 of title 5, United States Code, to negotiate proposed regulations to implement the requirements described in subsection (a).

(B) MEMBERSHIP.—If the Administrator elects to establish a committee under this subsection, the committee shall be composed of—

(i) representatives of—

(I) the FAA;

(II) air carriers;

(III) avionics manufacturers;

(IV) aircraft manufacturers; and

(V) general aviation organizations;

(ii) the exclusive bargaining representative of air traffic controllers of the FAA certified under section 7511 of title 5, United States Code;

(iii) organizations representing certified collective bargaining representatives of airline pilots, including the principal organization representing the largest certified collective bargaining representative of airline pilots;

(iv) aviation safety experts outside of the FAA; and

(v) any other representatives determined appropriate by the Administrator.

(C) REQUIRED CONSULTATION.—In establishing a committee under this subsection, the Administrator—

(i) shall consult with the Secretary of Defense and the Secretary of Homeland Security; and

(ii) may consult with other Federal agencies as appropriate.

(2) REQUIREMENTS.—If the Administrator elects to establish a committee under this subsection, the Administrator shall do the following:

(A) IN GENERAL.—The Administrator shall direct the committee to make recommendations relating to—

(i) ADS-B In equipment and its use;

(ii) ADS-B In equipment performance standards pursuant to subsection (a)(3);

(iii) the consideration of effective approaches to facilitating ADS-B In equipage across the entire fleet of affected aircraft, including requirements under part 26 of title 14, Code of Federal Regulations, to provide support for affected transport category airplane operators in complying with the requirements of this section; and

(iv) with respect to aircraft with a maximum certificated takeoff weight of less than 12,500 pounds when operating under part 91 of title 14, Code of Federal Regulations, a recommendation for low cost alternative equipment or technology in accordance with subsection (e).

(B) LACK OF COMMITTEE CONSENSUS.—In the event the committee does not reach a consensus regarding a recommendation for low cost alternative equipment or technology under subparagraph (A)(iv), the Administrator shall, after the submission of the committee under paragraph (3), consider prescribing a low cost alternative that includes the criteria described in subsection (e).

(3) SUBMISSION TO THE ADMINISTRATOR.—If the Administrator elects to establish a committee under this subsection, not later than

1 year after the date of enactment of this section, the committee shall submit to the Administrator—

(A) a consensus proposal of regulations to implement the requirement described in subsection (a)(1); or

(B) in the event the committee does not reach a consensus, a report identifying any points of agreement and disagreement with respect to such proposed regulations.

(4) PROPOSED RULE.—If the Administrator elects to establish a committee under this subsection, not later than 180 days after receiving the submission of the committee under paragraph (3), the Administrator shall issue a proposed rule, in accordance with section 553 of title 5, United States Code, that either—

(A) to the maximum extent possible consistent with the legal obligations of the FAA, uses the consensus proposal of the committee under paragraph (3)(A) as the basis for the proposed rule for notice and comment, including with respect to any standards or requirements described in subsection (a)(3); or

(B) in the event the committee does not reach a consensus, considers the points of agreement and disagreement submitted by the committee under paragraph (3)(B).

(c) CONSULTATION REQUIRED WITHOUT NEGOTIATED RULEMAKING COMMITTEE.—If the Administrator does not establish a committee under subsection (b), prior to issuing a final rule, the Administrator shall consult with appropriate stakeholders in conducting the rulemaking required under subsection (a)(1), including at a minimum the representatives described in subsection (b)(1)(B).

(d) PHASED-IN RETROFIT.—

(1) IN GENERAL.—In issuing a final rule under subsection (a)(1), the Administrator shall—

(A) establish a process by which the operator of an affected aircraft, in service as of the date on which the final rule under subsection (a)(1) is published in the Federal Register in accordance with subsection (a)(2)(A), may apply to the Administrator to request additional time, not to exceed a period of 1 year after the deadline described in subsection (a)(2)(B), to finalize equipage of its fleet and make ADS-B In operational, provided that—

(i) an aircraft operator, owner, or their agent submits an application deemed acceptable to the Administrator for additional time for compliance, including a justification for such request and an attestation of actions to date demonstrating progress toward achieving compliance;

(ii) the Administrator, in consultation with the Secretary of Transportation, determines additional time is required to mitigate a significant disruption to air transportation; and

(iii) the Administrator determines the aircraft operator or owner does not have any uncorrected violations of subchapters F and G of chapter I of title 14, Code of Federal Regulations; and

(B) notify the appropriate committees of Congress not later than 14 days after making a determination under clause (ii) or (iii) of subparagraph (A).

(2) SPECIAL RULE FOR AGENTS.—With the exception of an agent representing an owner or operator of transport airplanes, for the purposes of this subsection, an agent may represent more than 1 aircraft operator or owner of the same type, model, or manufacturer and may submit 1 or more applications under paragraph (1)(A)(i), each of which may contain multiple aircraft operators or owners.

(e) LOW COST ALTERNATIVE METHOD OF COMPLIANCE.—In issuing a final rule under subsection (a)(1), the Administrator shall de-

termine low cost equipment or technologies that provide similar or improved situational awareness to the location of other airborne traffic, as well as traffic advisory information, that satisfy the ADS-B In equipage requirement for aircraft with a maximum certificated takeoff weight of less than 12,500 pounds when operated under part 91 of title 14, Code of Federal Regulations. In making such a determination, the Administrator shall consider the use of—

(1) portable ADS-B In receivers; and

(2) equipment that allows display on an existing or future electronic flight bag or panel mounted display, provided the installation or use does not adversely affect other required avionics or the airworthiness of the aircraft.

(f) PROACTIVE EQUIPAGE.—With respect to any aircraft for which ADS-B In equipment is available and complies with the requirements of the final rule issued under subsection (a)(1), the operator of any such aircraft shall take all appropriate actions necessary to equip such aircraft with ADS-B In prior to the compliance deadline described in subsection (a)(2).

(g) SEPARATION STANDARDS; RELEVANT CONTROLLER TRAINING.—

(1) RULEMAKING.—

(A) IN GENERAL.—Not later than 18 months after the effective date of the final rule described in subsection (a), the Administrator shall issue a notice of proposed rulemaking to establish separation standards, as appropriate, that leverage ADS-B Out or ADS-B In equipment, and all other available technological capabilities in the air traffic control system, to achieve safety and efficiency benefits throughout the national airspace system, including on an airport surface and within Class E airspace (as defined in section 71.71 of title 14, Code of Federal Regulations, or any successor regulation).

(B) CONSULTATION.—In conducting the rulemaking under this subsection, the Administrator shall consult with appropriate stakeholders, including, at a minimum—

(i) representatives of—

(I) air carriers;

(II) original equipment manufacturers; and

(III) general aviation organizations;

(ii) organizations representing certified collective bargaining representatives of airline pilots, including the principal organization representing the largest certified collective bargaining representative of airline pilots;

(iii) the exclusive bargaining representative of air traffic controllers of the FAA certified under section 7111 of title 5, United States Code;

(iv) aviation safety experts from outside the FAA; and

(v) any other stakeholder deemed appropriate by the Administrator.

(2) REQUIRED UPDATES TO FAA ORDERS.—Not later than 18 months after the issuance of the notice of proposed rulemaking under paragraph (1)(A), the Administrator shall complete revisions, as appropriate, to FAA Order 7110.65 and other relevant FAA Orders, to increase safety and efficiency benefits in the national airspace system.

(3) RELEVANT CONTROLLER TRAINING.—

(A) IN GENERAL.—Not later than 1 year after the compliance deadline described in subsection (a)(2), the Administrator shall revise initial and recurrent air traffic controller training, as appropriate, in accordance with FAA Orders 3000.22 and 3120.4 and revise associated orders and directives, as appropriate, to ensure such controllers are trained to apply any new separation standards and procedures.

(B) REQUIREMENTS.—In revising training under subparagraph (A), the Administrator shall—

(i) consider human factors impacts, appropriate phraseology adjustments, and surface movement applications; and

(ii) consult with the exclusive bargaining representative of air traffic controllers of the FAA certified under section 7111 of title 5, United States Code.

(h) ACAS-X ACTION PLAN.—

(1) **IN GENERAL.**—Not later than 180 days after the date of enactment of this section, the Administrator shall submit to the appropriate committees of Congress an action plan for advancing the deployment of the Airborne Collision Avoidance System-X (in this section referred to as “ACAS-X”), or any variant or successor technology, in the national airspace system. The Administrator shall publish the action plan in a publicly available format not later than 10 days after submitting such action plan to Congress.

(2) **CONTENTS.**—In developing the action plan under paragraph (1), the Administrator shall include—

(A) a strategic roadmap for the deployment of ACAS-X technology, including steps required for widespread adoption among aircraft operators (including rotorcraft operators);

(B) actions and funding necessary to complete any applicable research, development, testing, evaluation, and standards development needed to support the certification of such technology;

(C) plans for engagement with appropriate stakeholders, including—

(i) aircraft operators, including those in the Department of Defense;

(ii) aviation safety experts outside the FAA;

(iii) avionics manufacturers;

(iv) aircraft manufacturers;

(v) general aviation organizations;

(vi) the exclusive bargaining representative of air traffic controllers of the FAA certified under section 7511 of title 5, United States Code;

(vii) organizations representing certified collective bargaining representatives of airline pilots, including the principal organization representing the largest certified collective bargaining representative of airline pilots; and

(viii) any other stakeholders determined appropriate by the Administrator;

(D) engagement with foreign civil aviation authorities to harmonize international standards for certification of such technology;

(E) ACAS-X interoperability considerations for aircraft operators (including rotorcraft operators) equipped with ADS-B Out and ADS-B In equipment;

(F) an assessment of safety benefits for aircraft operators equipping with such technology, including civil and military operators; and

(G) any recommendations for administrative or legislative action, as determined appropriate by the Administrator, to advance such technology deployment.

(3) **IMPLEMENTATION.**—The Administrator may take actions, as appropriate, to implement the action plan developed under paragraph (1).

(4) **BRIEFING.**—Not later than 30 days after the date on which the Administrator submits the action plan under paragraph (1), the Administrator shall brief the appropriate committees of Congress on the contents of such action plan and any prospective actions to implement such plan.

(i) ARAC TASKING.—

(1) **IN GENERAL.**—The Administrator shall task the Aviation Rulemaking Advisory Committee (in this section referred to as the “ARAC”) with reviewing and assessing the need for aircraft operating in Class D air-

space to be equipped with ADS-B Out and ADS-B In equipment.

(2) **REPORT AND RECOMMENDATIONS.**—Not later than 1 year after initiating the review and assessment under this section, the ARAC shall submit to the Administrator—

(A) a report on the findings of the review and assessment under paragraph (1); and

(B) any recommendations for legislative or regulatory action the ARAC determines appropriate.

(3) **BRIEFING.**—Not later than 30 days after the date on which the ARAC submits the report under paragraph (2), the Administrator shall brief the appropriate committees of Congress on—

(A) the findings and recommendations included in such report; and

(B) any plan to implement such recommendations, including a justification for any recommendations the Administrator determines should not be implemented.

SEC. 105. REPEAL OF MANNED ROTARY WING AIRCRAFT SAFETY PROVISIONS.

Section 373(a) of the National Defense Authorization Act for Fiscal Year 2026 is repealed, and Chapter 157 of title 10, United States Code, shall be applied as if the amendments made by such section had not been enacted.

SEC. 106. INSPECTOR GENERAL OF THE ARMY AUDIT.

(a) **IN GENERAL.**—Not later than 60 days after the date of enactment of this section, the Inspector General of the Army shall initiate an audit to evaluate the Army’s coordination with the FAA, pilot training, and qualification standards, and the Army’s use of ADS-B Out and whether it adheres to Army policy, regulation, and law.

(b) **ASSESSMENT.**—In conducting the audit required by subsection (a), the Inspector General of the Army shall assess practices and recommendations for the Army, including—

(1) whether Army policy and United States law was adhered to, and the Army’s coordination with the FAA, during National Capital Region (“NCR”) operations of pilot training and qualifications standards in the NCR;

(2) the Army’s policy on ADS-B Out equipment, usage, and activation;

(3) maintenance protocols for UH-60 Black Hawk helicopters operated by the 12th Army Aviation Brigade including, but not limited to, the calibration of any system that transmits altitude and position information outside the aircraft and the calibration of systems that send altitude and position information to the pilots inside the aircraft, and the frequency with which such maintenance protocols occur;

(4) compliance with the September 29, 2021, Letter of Agreement executed between the Pentagon Heliport Air Traffic Control Tower and the Ronald Reagan Washington National Airport Air Traffic Control Tower regarding flight operations in the NCR; and

(5) the Army’s review of loss of separation incidents involving its rotorcraft in the NCR along with possible mitigations to prevent future mishaps.

(c) **PUBLIC DISCLOSURE.**—Not later than 14 days after the audit required by subsection (a) is concluded, the Secretary of the Army shall—

(1) transmit a report on the results of the audit, without redactions, to the Committee on Commerce, Science, and Transportation and the Committee on Armed Services of the Senate and the Committee on Transportation and Infrastructure and the Committee on Armed Services of the House of Representatives; and

(2) publicly release the report without redactions, except to the extent required for national security reasons.

(d) **INTERIM REPORTING.**—Not later than 180 days after initiating the audit required by subsection (a), and every 180 days thereafter until such audit is concluded, the Inspector General of the Army shall brief the committees of Congress described in subsection (c)(1) regarding the progress of such audit.

SEC. 107. SAFETY REVIEWS OF AIRSPACE.

(a) **FAA-DOD COORDINATION.**—Not later than 30 days after the date of enactment of this section, the Administrator shall establish or designate an office within the FAA as the “Office of FAA-DOD Coordination” (in this section referred to as the “Office”), which shall—

(1) coordinate airspace usage of military aircraft and rotorcraft with relevant FAA lines of business, including the Air Traffic Organization;

(2) coordinate with the Office of Audit and Evaluation of the FAA to ensure employee complaints and whistleblower protections are considered;

(3) consider opportunities to improve management and consolidation of aviation safety information system databases to enhance civil and military aviation incident reporting; and

(4) carry out the safety review required by subsection (b).

(b) SAFETY REVIEWS.—

(1) **REVIEW OF RONALD REAGAN WASHINGTON NATIONAL AIRPORT.—**

(A) **IN GENERAL.**—Not later than 30 days after the date on which the Office is established or designated, the Administrator shall initiate a safety review of all military, law enforcement, and civilian rotary wing, powered lift, fixed wing, and unmanned aircraft system flight operations and flight routes in the Washington D.C. Metropolitan Area Special Flight Rules Area, including but not limited to flight operations conducted by the Department of Defense, emergency response providers, and air medical transport operators, to evaluate any associated safety risk to commercial transport airplane operations at Ronald Reagan Washington National Airport.

(B) **CONSULTATION.**—In conducting a safety review under subparagraph (A), the Administrator shall consult with—

(i) the Secretary of Defense;

(ii) Federal, State, and local agencies;

(iii) law enforcement agencies;

(iv) emergency response providers, including air medical transport operators;

(v) air carriers;

(vi) aviation labor organizations, including, at a minimum—

(I) the exclusive bargaining representative of air traffic controllers of the FAA certified under section 7511 of title 5, United States Code; and

(II) organizations representing certified collective bargaining representatives of airline pilots, including the principal organization representing the largest certified collective bargaining representative of airline pilots; and

(vii) other stakeholders determined appropriate by the Administrator.

(2) OTHER AIRPORT REVIEWS.—

(A) **IN GENERAL.**—The Administrator shall conduct safety reviews of all military, law enforcement and civilian rotary wing, powered lift, fixed wing, and unmanned aircraft system flight operations and flight routes at other Class B airports (as listed in section 1 of Appendix D to part 91 of title 14, Code of Federal Regulations (or any successor regulation)) and within the lateral boundary of Class B airspace, at commercial service Class C airports (as listed in FAA Order JO 7400.11J (or any successor order)) and within the lateral boundary of Class C airspace in the national airspace system, and at Class D airports that provide passenger service under

part 121 of title 14, Code of Federal Regulations, determined to meet the risk criteria set forth in subparagraph (C), including flight operations conducted by the Department of Defense, emergency response providers, and air medical transport operators, to evaluate any associated safety risk to commercial transport airplane operations.

(B) CONSULTATION.—In conducting a safety review under subparagraph (A), the Administrator shall consult with—

- (i) the Secretary of Defense;
- (ii) Federal, State, local, and Tribal agencies;
- (iii) law enforcement agencies;
- (iv) emergency response providers;
- (v) air carriers;
- (vi) aviation labor organizations, including, at a minimum—

(I) the exclusive bargaining representative of air traffic controllers of the FAA certified under section 7511 of title 5, United States Code; and

(II) organizations representing certified collective bargaining representatives of airline pilots, including the principal organization representing the largest certified collective bargaining representative of airline pilots; and

(vii) other stakeholders determined appropriate by the Administrator.

(C) PRIORITIZATION AND RISK CRITERIA.—In prioritizing the safety reviews of Class B, Class C, and Class D airports described in subparagraph (A) and conducting the safety reviews pursuant to subparagraph (A), the Administrator shall, at a minimum, consider the following risk criteria:

(i) The type of airspace the airport is located in and the type of tower at the airport.

(ii) Whether the airport has radar on the field.

(iii) The total number of air traffic operations at the airport per calendar year, as reported in the Operations Network (OPSNET) data of the FAA, and the rate of growth measured over a 20-year period prior to the initiation of a safety review under this section.

(iv) The Traffic Collision Avoidance System (TCAS) resolution advisory rates at the airport compared to the number of arrivals at the airport.

(v) The presence of parallel runways.

(vi) The presence of visual flights (in this subparagraph referred to as “VFR”) corridors in proximity to the airport.

(vii) The presence of a helicopter corridor in proximity to the airport or nearby helicopter operations.

(viii) The presence of dense VFR operations at the airport.

(ix) The presence of complex VFR procedures at the airport or in the adjacent airspace.

(D) DEADLINE OF INITIATION OF REVIEWS.—The Administrator shall initiate the reviews under this paragraph by the following deadlines:

(i) CLASS B AIRPORTS.—With respect to Class B airports, not later than 90 days after the date of enactment of this section.

(ii) CLASS C AIRPORTS.—With respect to Class C airports, not later than 90 days after the initiation date of the Class B airport reviews.

(iii) CLASS D AIRPORTS.—With respect to Class D airports, not later than 90 days after the initiation date of the Class C airport reviews.

(3) REQUIREMENTS.—In conducting the safety reviews required by paragraphs (1) and (2), the Office shall do the following:

(A) Analyze air traffic and airspace management.

(B) Evaluate the level of coordination the Administrator exercises with the Secretary of Defense and the heads of any other Fed-

eral agencies, and emergency response providers as appropriate, to inform the designation and approval of airspace use and flight routes for non-transport airplane operations.

(C) Assess any risks posed to transport airplanes from military aircraft and rotorcraft, civil rotorcraft, powered lift aircraft, and unmanned aircraft systems operating in Class B, Class C, or Class D airspace in proximity to Class B, Class C, or Class D airports.

(D) Review relevant incidents submitted to the Administrator through Air Traffic Mandatory Occurrence reports (as documented via FAA Form 7210-13), Aviation Safety Reporting System reports, and Aviation Safety Action Program reports, and relevant reports submitted to the Administrator of the National Aeronautics and Space Administration through the Aviation Safety Reporting System, to identify any safety trends regarding the operation of military aircraft and rotorcraft, civil rotorcraft, powered lift aircraft, and unmanned aircraft systems in Class B, Class C, or Class D airspace near Class B, Class C, or Class D airports.

(4) DEADLINES FOR COMPLETION OF SAFETY REVIEWS.—

(A) RONALD REAGAN WASHINGTON NATIONAL AIRPORT.—The Administrator shall complete the safety review required by paragraph (1) not later than 120 days after the date on which such review is initiated.

(B) OTHER AIRPORTS.—The Administrator shall complete a safety review required by paragraph (2) not later than 180 days after such review is initiated.

(5) REPORTS.—

(A) REVIEW OF RONALD REAGAN WASHINGTON NATIONAL AIRPORT.—Not later than 60 days after completing the safety review required by paragraph (1), the Administrator shall submit to the appropriate committees of Congress a report detailing the analyses and results of such review, together with relevant findings and recommendations, including any corrective action plans to address any risks identified, and recommendations for legislative or administrative action determined appropriate by the Administrator.

(B) OTHER AIRPORT REVIEWS.—Not later than 6 months after the date of enactment of this section, and every 6 months thereafter, the Administrator shall submit to the appropriate committees of Congress a report detailing the analyses and results of the safety reviews completed pursuant to paragraph (2) since the preceding report under this subparagraph (or, in the case of the first such report, since such date of enactment), together with relevant findings and recommendations, including any corrective action plans to address any risks identified, and recommendations for legislative or administrative actions determined appropriate by the Administrator.

(6) DESIGNATION.—The Administrator shall designate a person within the Senior Executive Service of the FAA to be directly responsible for the completion of the requirements of this subsection.

(7) STAFFING.—The Administrator shall ensure adequate staffing to conduct the safety reviews within the deadlines specified in this section.

SEC. 108. FAA-DOD SAFETY INFORMATION SHARING.

(a) MOU WITH THE DEPARTMENT OF THE ARMY.—Not later than 60 days after the date of enactment of this section, the Administrator shall enter into a Memorandum of Understanding with the Secretary of the Army to permit, as appropriate, the sharing of information from the Army’s Safety Management Information System with the FAA, as well as the sharing of information from the FAA’s Aviation Safety Information Analysis and Sharing System, Operational Analysis Reporting System, Safety Trend Analytics

Dashboard, Aviation Risk Identification and Assessment Program, Comprehensive Electronic Data Analysis and Reporting Tool, and Falcon tool with the Army, to facilitate communications and analysis of any applicable impacts to the safety and efficiency of civil aviation operations and to mitigate risk in the national airspace system.

(b) OTHER DOD MOUS.—Not later than 90 days after the date of enactment of this section, the Administrator shall enter into a Memorandum of Understanding with the following military departments to permit, as appropriate, the sharing of information from applicable aviation safety information systems to facilitate communications and analysis of any applicable impacts to the safety and efficiency of civil aviation operations and to mitigate risk in the national airspace system:

(1) The Department of the Navy.

(2) The Department of the Air Force.

(3) The Coast Guard.

(c) CONGRESSIONAL NOTIFICATION.—Not later than 7 days after the date on which the Administrator enters into any Memorandum of Understanding under subsection (a) or (b), the Administrator shall notify the Committee on Commerce, Science, and Transportation and the Committee on Armed Services of the Senate and the Committee on Transportation and Infrastructure and the Committee on Armed Services of the House of Representatives.

SEC. 109. TREATMENT OF MEMORANDUM OF AGREEMENT BETWEEN DEPARTMENT OF DEFENSE AND FEDERAL AVIATION ADMINISTRATION.

(a) IN GENERAL.—For purposes of subsection (b) of section 1046 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Public Law 115-232; 49 U.S.C. 40101 note), the Memorandum of Agreement Between the Department of Defense and the FAA entered into on May 10, 2024, is deemed to be notice jointly submitted to the appropriate congressional committees for purposes of such subsection and subsection (a) of such section shall cease to be effective as of such date.

(b) UPDATE AND EFFECT OF MEMORANDUM OF AGREEMENT.—

(1) UPDATE.—The Secretary of Transportation and the Secretary of Defense shall update the memorandum of understanding described in subsection (a) consistent with regulations issued by the Administrator of the Federal Aviation Administration pursuant to section 103(a)(2).

(2) EFFECT OF MEMORANDUM OF AGREEMENT.—The memorandum of agreement described in subsection (a) shall remain in force subject to—

(A) any modifications made jointly by the Secretary of Transportation and the Secretary of Defense;

(B) termination by either such Secretary; or

(C) modification or termination by law.

SA 4243. Ms. ROSEN submitted an amendment intended to be proposed by her to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division B, insert the following:

SEC. ____ . None of the funds made available under this Act to the Department of Health and Human Services may be used to implement or promote changes to the childhood and adolescent immunization schedule that are not consistent with the recommendations for child and adolescent immunizations made by the American Academy of Pediatrics. The salary of the Secretary of Health

and Human Services shall be reduced to \$1 annually until the changes to the childhood and adolescent immunization schedule that were announced by the Centers for Disease Control and Prevention in January 2026 are reversed and the official recommendations by the Centers for Disease Control and Prevention for child and adolescent immunizations match the recommendations by such agency for such immunizations that were in effect in 2024, with any additional changes to the childhood and adolescent immunization schedule occurring only in consultation with, and with the agreement of, the American Academy of Pediatrics.

SA 4244. Mr. SCHIFF (for himself, Mr. KAINE, and Mr. BENNET) submitted an amendment intended to be proposed by him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ PROHIBITION ON USE OF FUNDS TO SUPPORT CERTAIN ACTIVITIES IN VENEZUELA.

None of the amounts appropriated or otherwise made available by this Act may be used for United States military personnel or private security personnel to seize, control access to, operate, or provide security at facilities within Venezuela involved in the extraction, processing, or transportation of oil or other petroleum products.

SA 4245. Ms. CORTEZ MASTO (for herself, Mr. LUJÁN, Mr. COONS, Mr. HEINRICH, and Ms. ROSEN) submitted an amendment intended to be proposed by her to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ FUNDING FOR COPS HIRING PROGRAM AND BYRNE JAG PROGRAM.

(a) COPS HIRING PROGRAM.—Section 100052 of the Act titled “An Act to provide for reconciliation pursuant to title II of H. Con. Res. 14” (Public Law 119–21) is amended—

(1) in the section heading, by striking “U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT” and inserting “COPS HIRING PROGRAM”;

(2) by striking “In addition to” and inserting “(a) IN GENERAL.—In addition to”;

(3) in subsection (a), as so designated—

(A) by striking “Secretary of Homeland Security for U.S. Immigration and Customs Enforcement” and inserting “Attorney General”; and

(B) by striking “September 30, 2029” and all that follows through “removal proceedings” and inserting the following: “September 30, 2030, for grants made pursuant to paragraphs (1) and (2) of section 1701(b) of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381(b)).

“(b) WAIVER.—For grants made from funds made available under this section, the requirements of section 1701(g) of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381(g)) shall be waived for the following jurisdictions:

“(1) A county, municipality, town, township, village, parish, borough, or other unit of general government below the State level that employs fewer than 175 law enforcement officers.

“(2) A Tribal government that employs fewer than 175 law enforcement officers.”.

(b) BYRNE JAG PROGRAM.—Section 90003 of the Act titled “An Act to provide for reconciliation pursuant to title II of H. Con. Res. 14” (Public Law 119–21) is amended to read as follows:

“SEC. 90003. EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT PROGRAM.

“In addition to any amounts otherwise appropriated, there is appropriated to the Attorney General for the Department of Justice for fiscal year 2025, out of any money in the Treasury not otherwise appropriated, to remain available until September 30, 2029, \$45,000,000, for the Edward Byrne Memorial Justice Assistance Grant Program.”.

SA 4246. Mr. LEE submitted an amendment intended to be proposed by him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

In title I of division F, under “RELATED PROGRAMS”, strike the heading “NATIONAL ENDOWMENT FOR DEMOCRACY” and everything that follows under such heading.

SA 4247. Mrs. MOODY submitted an amendment intended to be proposed by her to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in the matter preceding division A, insert the following:

SEC. ____ PROHIBITION ON USE OF FUNDS FOR CERTAIN HEALTH CARE PROVIDERS OR ENTITIES.

None of the funds made available under any division of this Act or an amendment made by any division of this Act may be used for any health care provider or entity that is not in compliance with Executive Order 14187 (90 Fed. Reg. 8771; relating to protecting children from chemical and surgical mutilation) or any regulations promulgated pursuant to such Executive order.

SA 4248. Ms. CORTEZ MASTO (for herself and Mr. CRUZ) submitted an amendment intended to be proposed by her to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

REINSTATEMENT OF RULES FOR WAGERING LOSSES

SEC. ____. (a) IN GENERAL.—Section 165(d) of the Internal Revenue Code of 1986 is amended to read as follows:

“(d) WAGERING LOSSES.—Losses from wagering transactions shall be allowed only to the extent of the gains from such transactions. For purposes of the preceding sentence, the term ‘losses from wagering transactions’ includes any deduction otherwise allowable under this chapter incurred in carrying on any wagering transaction.”.

(b) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after December 31, 2025.

SA 4249. Mr. CRUZ submitted an amendment intended to be proposed by him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ PROHIBITIONS ON FEDERAL RESERVE AND FEDERAL RESERVE BANK ACTIVITIES.

(a) SHORT TITLE.—This section may be cited as the “Anti-CBDC Surveillance State Act”.

(b) PROHIBITION ON FEDERAL RESERVE BANKS RELATING TO CERTAIN PRODUCTS OR SERVICES FOR INDIVIDUALS AND PROHIBITION ON DIRECTLY ISSUING A CENTRAL BANK DIGITAL CURRENCY.—Section 16 of the Federal Reserve Act (12 U.S.C. 411 et seq.) is amended by adding at the end the following:

“A Federal reserve bank may not—

“(1) offer products or services directly to an individual;

“(2) maintain an account on behalf of an individual; or

“(3) issue a central bank digital currency, as defined in section 10(11)(D), or any digital asset that is substantially similar under any other name or label.”.

(c) PROHIBITION ON FEDERAL RESERVE BANKS INDIRECTLY ISSUING A CENTRAL BANK DIGITAL CURRENCY.—Section 16 of the Federal Reserve Act (12 U.S.C. 411 et seq.), as amended by section 2, is further amended by adding at the end the following:

“A Federal reserve bank may not offer a central bank digital currency, as defined in section 10(11)(D), or any digital asset that is substantially similar under any other name or label, indirectly to an individual through a financial institution or other intermediary.”.

(d) PROHIBITION WITH RESPECT TO CENTRAL BANK DIGITAL CURRENCY.—Section 10 of the Federal Reserve Act (12 U.S.C. 241 et seq.) is amended by inserting before paragraph (12) the following:

“(11) PROHIBITION WITH RESPECT TO CENTRAL BANK DIGITAL CURRENCY.—

“(A) IN GENERAL.—The Board of Governors of the Federal Reserve System may not test, study, develop, create, or implement a central bank digital currency, or any digital asset that is substantially similar under any other name or label.

“(B) MONETARY POLICY.—The Board of Governors of the Federal Reserve System and the Federal Open Market Committee may not use a central bank digital currency to implement monetary policy, or any digital asset that is substantially similar under any other name or label.

“(C) EXCEPTION.—Subparagraph (A) and the eighteenth and nineteenth undesignated paragraphs of section 16 may not be construed to prohibit any dollar-denominated currency that is open, permissionless, and private, and fully preserves the privacy protections of United States coins and physical currency.

“(D) CENTRAL BANK DIGITAL CURRENCY DEFINED.—In this paragraph, the term ‘central bank digital currency’ means a form of digital money or monetary value that is—

“(i) denominated in the national unit of account;

“(ii) a direct liability of the Federal Reserve System; and

“(iii) widely available to the general public.”.

(e) SENSE OF CONGRESS.—It is the sense of Congress that the Board of Governors of the Federal Reserve does not have the authority to issue a central bank digital currency, or any digital asset that is substantially similar under any other name or label, and will not have such authority unless Congress grants such authority pursuant to section 8 of article I of the Constitution of the United States.

SA 4250. Mr. CRUZ submitted an amendment intended to be proposed by

him to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

Beginning on page 318, strike line 6 and all that follows through page 319, line 5.

SA 4251. Ms. CORTEZ MASTO submitted an amendment intended to be proposed by her to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

On page 413, line 11, strike “\$927,212,591” and insert “\$1,132,124,591”.

On page 415, strike lines 14 through 24.

On page 416, line 1, strike “(4)” and insert “(3)”.

On page 416, line 11, strike “(5)” and insert “(4)”.

SA 4252. Ms. DUCKWORTH (for herself, Mr. VAN HOLLEN, Ms. ALSOBROOKS, and Mrs. GILLIBRAND) submitted an amendment intended to be proposed by her to the bill H.R. 7148, making further consolidated appropriations for the fiscal year ending September 30, 2026, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division H, insert the following:

SEC. ____ (a) Not later than 14 days after the date of enactment of this Act, the Inspector General of the Department of Homeland Security shall conduct an investigation into all use of force incidents that have occurred in relation to any civil immigration or interior enforcement operation since January 20, 2025.

(b) The Inspector General of the Department of Homeland Security shall conduct a timely, independent investigation of any subsequent use of force incidents that occur in relation to such operations.

(c) The Inspector General of the Department of Homeland Security shall coordinate with Inspectors General of other agencies, including the Inspector General of the Department of Justice as necessary, to—

(1) assess whether Federal employees complied with applicable laws, regulations, and departmental policies in the course of civil immigration or interior enforcement operations;

(2) evaluate the adequacy of training, supervision, and command oversight provided to Federal employees in relation to civil immigration and interior enforcement operations; and

(3) recommend corrective actions, including but not limited to policy reforms, disciplinary measures, and referrals to the appropriate law enforcement authorities for criminal prosecution.

(d) The Inspector General of the Department of Homeland Security shall coordinate with State and local law enforcement agencies on the investigations described in subsections (a) and (b), including by sharing information and evidence that may be relevant to concurrent State and local law enforcement investigations into use of force by a Federal employee.

(e) The Inspector General of the Department of Homeland Security shall publish on a publicly available website the results of each independent investigation, addressing compliance with Federal law, regulations, and agency policies and, in cases where an investigation resulted in referral for crimi-

nal prosecution or a civil penalty and adverse action, a justification for each referral.

(f) If the Inspector General of the Department of Homeland Security fails to initiate the investigations described in subsection (a) by the date required, the Inspector General shall provide to Congress a daily in-person briefing, which shall be open to all Members of Congress and all congressional staff, on the status of such investigations until the date on which such investigations are initiated. The Inspector General may not use any annual or other type of leave during a period in which such briefings are required under this subsection, and, notwithstanding any other provision of law or regulation, none of the funds made available by this or any other Act may be used for travel by the Inspector General during such period. If the Inspector General fails to initiate such investigations by the date that is 30 days after the date of enactment of this Act, the Inspector General shall be placed in a temporary status without duties and pay until the date on which such investigations are initiated.

AUTHORITY FOR COMMITTEES TO MEET

Mr. GRASSLEY. Mr. President, I have 11 requests for committees to meet during today’s session of the Senate. They have the approval of the Majority and Minority Leaders.

Pursuant to Rule XXVI, paragraph 5(a), of the Standing Rules of the Senate, the following committees are authorized to meet during today’s session of the Senate:

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

The Committee on Commerce, Science, and Transportation is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 10 a.m., to conduct a subcommittee hearing.

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

The Committee on Commerce, Science, and Transportation is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 2:30 p.m., to conduct a subcommittee hearing.

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

The Committee on Environment and Public Works is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 10 a.m., to conduct a hearing.

COMMITTEE ON FOREIGN RELATIONS

The Committee on Foreign Relations is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 10 a.m., to conduct a hearing.

COMMITTEE ON HEALTH, EDUCATION, LABOR, AND PENSIONS

The Committee on Health, Education, Labor, and Pensions is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 10 a.m., to conduct a hearing.

COMMITTEE ON INDIAN AFFAIRS

The Committee on Indian Affairs is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 2:30 p.m., to conduct a hearing.

COMMITTEE ON THE JUDICIARY

The Committee on the Judiciary is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 10:15 a.m., to conduct a hearing.

COMMITTEE ON VETERANS’ AFFAIRS

The Committee on Veterans’ Affairs is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 3:30 p.m., to conduct a hearing.

SELECT COMMITTEE ON INTELLIGENCE

The Select Committee on Intelligence is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 3 p.m., to conduct a closed briefing.

SUBCOMMITTEE ON CYBERSECURITY

The Subcommittee on Cybersecurity of the Committee on Armed Services is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 2:30 p.m., to conduct a hearing.

PERMANENT SUBCOMMITTEE ON INVESTIGATIONS

The Permanent Subcommittee on Investigations of the Committee on Homeland Security and Governmental Affairs is authorized to meet during the session of the Senate on Wednesday, January 28, 2026, at 2 p.m., to conduct a hearing.

RECOGNIZING THE 30TH ANNIVERSARY OF THE FIRST FLIGHT OF THE F/A-18 E1 SUPER HORNET FROM LAMBERT FIELD IN ST. LOUIS, MISSOURI, AND THE 30 YEARS OF SERVICE OF THE F/A-18E/F SUPER HORNET TO THE UNITED STATES NAVY AND TO ALLIES OF THE UNITED STATES

Mr. MORAN. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of S. Res. 591, which is at the desk.

The PRESIDING OFFICER. The clerk will report the resolution by title.

The legislative clerk read as follows:

A resolution (S. Res. 591) recognizing the 30th anniversary of the first flight of the F/A-18 E1 Super Hornet from Lambert Field in St. Louis, Missouri, and the 30 years of service of the F/A-18E/F Super Hornet to the United States Navy and to allies of the United States.

There being no objection, the Senate proceeded to consider the resolution.

Mr. MORAN. Mr. President, I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and the motions to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 591) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in today’s RECORD under “Submitted Resolutions.”)